

Document 20

312/733-4211

and evaluating the environmental impacts of the Lemont Bypass Alternative.

4.11

In addition to the above noted failure to conform to NEPA's requirements for alternatives evaluation, we also note that the project's DSEIS fails to substantiate compliance with the requirements for avoidance and minimization of wetlands impacts as set forth in Section 404 of the Clean Water Act. The DSEIS does not present the anticipated wetlands impacts that would be associated with implementation of the Lemont Bypass Alternative. Since this critically important wetlands impacts information has not been presented in the DSEIS, we lack a satisfactory basis upon which to conclude that the tollroad/freeway alternative is the feasible alternative with the least potential to result in wetlands losses, as required by the Section 404(b)(1) Guidelines. The project's required Section 404 permit cannot be issued unless and until compliance with the Section 404(b)(1) Guidelines is demonstrated.

In recognition of the serious NEPA and Section 404 compliance issues associated with failure to consider the impacts of a feasible alternative meeting applicable purpose and need criteria, we have assigned an "EO-2" rating to this project and its DSEIS. This rating will be published in the Federal Register, along with a summary of our commentary. Our NEPA objections would be resolved if an additional supplemental environmental impact statement were to be issued with a full environmental impact assessment of the Lemont Bypass Alternative. Our Section 404 objections would be resolved if sufficient wetlands impact information on the Lemont Bypass Alternative is submitted to permit a finding of compliance with the Section 404(b)(1) Guidelines.

We appreciate the opportunity to review this project and its DSEIS, and we stand ready to further discuss our comments with you, if you should desire to do so. If you have any questions on these comments, please contact Mike MacMullen of my staff. Mike can be reached by phone at 312/886-7342, and his e-mail address is: macmullen.michael@epa.gov.

Sincerely yours,



Kenneth A. Westlake, Chief
Environmental Planning and Evaluation Branch

cc: John P. Koss, IDOT, Schaumburg, Illinois
Richard Christopher, IDOT, Chicago, Illinois
Ronald Moses, FHWA, Olympia Fields, Illinois
John-Paul Kohler, FHWA, Springfield, Illinois
Ron Abrant, ACOE, Chicago, Illinois
Jeff Mengler, U.S. Fish and Wildlife Service, Barrington, Illinois

TOTAL P. 03

Mar-12-12-01 MON 08:58 AM FAX NO. 847 438 3472 P. C.

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PHONE NO. : 630 243 0958

Mar. 01 2001 02:14PM P1



Village of Faith

Village of Lemont

COMMUNITY DEVELOPMENT

418 Main Street • L
(630) 257-1595

February 28, 2001

Mayor
Richard A. KwiatkowskiVillage Clerk
Charles M. SencilesTrustees
John BrinkDeputy Mayor
Keith LutzCouncil Members
Rick Kunkle

Mayor Stubbaker

Administrator
Steven A. JonesCommunity Development
Timothy TeddyFax
630/243-0958Email: vlemont@aol.com

www.lemont.il.us

Mr. John D. Kos, P.E.
District Engineer
Illinois Department of Transportation, District 1
210 West Center Court
Schaumburg, Illinois 60196

BY FAX AND REGULAR MAIL

RE: FAP 340 (I-355 Southern Extension) - Comments on Draft SEIS

Dear Mr. Kos:

Thank you for the recent public hearing on the I-355 extension in our community. We found it to be very informative, and believe that area residents share our opinion.

Attached please find a list of comments on the draft Supplemental Environmental Impact Statement. On the whole, we find the document to be a strong argument for construction of the extension. We wish to emphasize our support for that conclusion and comment on a few details of the report.

Thank you for the opportunity to add our input.

Sincerely,



Timothy Teddy
Community Development Director

c: Village Administrator
Assistant Village Administrator

Document 21

PHONE NO. : 630 243 0958

Mar. 01 2001 02:15PM P2

Village of Lemont Comments on Draft Supplemental EIS

FAP Route 340 (I-355 South Extension) 2-28-01

- ♦ The Village of Lemont concurs with the conclusions of the study, including the purpose and need for action, and the preferred alternative (Tollway/Freeway alternative).
- ♦ That the Des Plaines Valley is a geographic barrier to efficient north-south movement should receive more emphasis. Among the reasons that the tollway extension will improve access between residential areas and regional job centers, we strongly believe that increased bridge capacity is one of the most important. Presently, only three four-lane bridges carry heavy commuter traffic across the Des Plaines Valley along a nine-mile arc north and west of our community.
- ♦ In anticipation of the I-355 extension, the Village has taken a proactive approach on public improvements and land use planning near the 127th Street interchange. For example, the Village has completed phase II engineering on 127th Street improvements and has begun land acquisition for right-of-way. Also, in the 1990's Lemont invested over one-half million dollars in water and sewer improvements west of the tollway alignment to be sure the area would not be cut off from public utility systems. Community land use planning such as this is wasted unless there is follow-through on the FAP 340 plans.
- ♦ As stated in our Comprehensive Plan, the tollway/freeway extension interchange at 127th Street allows local truck traffic an alternative route that avoids Lemont's historic downtown. As indicated by the existing land use exhibits, the area west of the proposed alignment is dominated by industrial land use. A New Avenue-127th Street-Tollway truck route will lessen the environmental impacts of heavy truck traffic on local roads and neighborhoods. This kind of environmental benefit should not be overlooked in the final report.
- ♦ As of February 12, 2001, Lemont has a local historic district. The buildings and streets may be adversely affected by the "Enhanced Arterial" alternative. The tollway/freeway route has no direct contact with the historic district.

4.29

- ♦ Noise attenuation barriers may be needed in Lemont where the tollway passes a middle school and residential subdivisions. Exhibit 4-7 does not show such barriers. Is it possible to include an exhibit illustrating estimated noise contours for the preferred alternative?

1.1

- ♦ Existing and planned land use (Exhibit 1-7) overstates the percentage of land in commercial/industrial categories somewhat, particularly in the Des Plaines Valley and west of State Street on 127th Street. Mixed use is more descriptive of these areas.
- ♦ The "Enhanced Arterial" and "No Build" alternatives are inferior to the "Tollway/Freeway" and "Lemont By-Pass" alternatives. Travel times will continue to deteriorate, and the character of the existing highways will also be destroyed by the widening of roads.

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WILL COUNTY LAND USE DEPARTMENT
PLANNING DIVISION
58 EAST CLINTON STREET - SUITE 500
JOLIET, ILLINOIS 60432
815-727-8430 (phone) 815-774-3386 (fax)
www.willcounty-landuse.com

FACSIMILE TRANSMISSION

TO: Pete Harmet
FAX: 847-705-4159
of pgs. 1
RE: I-355 traffic estimates

FROM: Colin Duesing
Planner
DATE: 2/20/01

COMMENTS:

Pete-
I attended the Public Hearing Open House regarding the extension of I-355 at Lincoln Way High School on February 8th.

As part of the Powerpoint presentation, there were few slides indicating future traffic and population projections that were not included in the hand-outs available at the Open House.

Is it possible to get:

- .jpg versions of the Powerpoint slide presentation;
- 2020 traffic count projections;
- Number of additional trips generated by the extension; and
- Projected 2020 population increases due to the extension?

If you have any questions, please call me at 815-727-8430 or e-mail cduesing@willcounty-landuse.com.

Thank you.